

Transportation Systems Management Operations Leadership Team Meeting

**Burns Building, Executive Conference Room
Tallahassee, Florida**

**May 11, 2011
3:00 – 4:00 pm**

Attendees:

Elizabeth Birriel, FDOT CO
Melissa Ackert, FDOT D4*
John Moore, FDOT D5*
Ingrid Birenbaum, Atkins*

Jerry Ausher, FDOT D2*
Mark Plass, FDOT D4*
Rick Morrow, FDOT D5*
Marie Howell, Atkins

Alan Mosley, FDOT D2*
James Wolfe, FDOT D4*
Debora Rivera, FDOT D5*

**Attended via video / teleconference*

Introduction

After a roll call, Debora Rivera welcomed everyone to the teleconference and confirmed that attendees had all received the documents that were sent out prior to the meeting (draft dashboard, previous meeting minutes, and meeting agenda). There were no corrections to the previous meeting minutes noted.

FDOT District 4 Tier 3 Business Plan Review

Melissa Ackert went through District 4's efforts to complete their Tier 3 Business Plan. They initially developed a Tier 4 plan that is specific to what Melissa is doing and then developed the Tier 3 to broaden the plan to be applicable to the entire district. Some objectives that were discussed include:

Leadership

Objective 1: burden of collecting arterial performance information should ultimately fall to the local agencies.

Objective 2: development of limited access and arterial operations performance targets.

Objective 3: policies that need to include TSM&O. D. Rivera asked if someone is reviewing TSM&O applicability in District 4 or statewide. District 4 had Cambridge Systematics (CS) review; CS created a summary that will be sent to the leadership team.

Action Item 1

Send policy amendment list to TSM&O leadership team as attachment to May 11 meeting notes. Assigned to Elizabeth Birriel.

Strategic Planning

Objective 1: Resources are in place; need to meet with local partners and MPO liaisons.
Objective 2: District 4 wants to develop a decision support tool that will run alongside SunGuide and act as a predictive tool for congestion and hot spots. The tool will then suggest responses.

Objective 3: Virtual freight network (VFN) concept underway. Next steps are to develop a concept of operations, define who will do what, and identify what investments need to be made. Transit mobility is looking at travel time system for transit for real-time decision making.

Objective 4: vehicle detection in work zones; a list is generated in the district every 6 months for projects, and language for vehicle detection is added into the projects.

Measurement Analysis

Objective 1: bring arterials to the same level as limited access in terms of performance measurement. Real time travel collection service is desired (like Bluetooth).

Objective 2: national recognition for District 4 efforts: there was some discussion that this objective might be more appropriate in the Tier 3 plan for recognition of statewide TSM&O efforts. District 4 recently held an internal workshop to explain and disseminate an active traffic management cheat sheet (lane controls, bus shoulder use, etc.) to help other offices understand TSM&O concepts.

Process Management

Objective 1: arterial reporting includes dashboard development with travel time delay, fuel savings, and real-time information.

Objective 2: key processes drive cost savings: which processes can be delegated; effort to educate District 4 staff is very important.

Market/Customer Focus

Objective 1: broaden awareness through task team, inter- and intra- net pages, dashboard, District 4/District 6 freight forum, etc.

Organizational Performance Results

Objective 1: minimize urban clearance times (focus on Broward and Palm Beach Counties).

Objective 2: enhance mobility.

Objective 3: increase NPV of investments (primarily signal timing). Delay reductions and cost savings are being developed by evaluating SYNCHRO files for before/after signal timings, comparing delays, translating into travel time savings per car * number of cars * value to time to generate the savings. Cost is re-timing cost extrapolated over 3 years.

There was some discussion about using NPV instead of ROI. M. Plass mentioned that they were using NPV because this was consistent with what the feds were doing. D. Rivera suggested that regionalism should be stressed in TSM&O. Also to be inclusive of all districts, it needs to be clear that TSM&O is not only applicable to urban districts but rural also.

Draft TSM&O Dashboard

E. Birriel went through the draft TSM&O dashboard. It is divided into two sections: operations-based and organization-based measures.

Operations-based

Mobility: travel time shown. This format may be acceptable for now but may become cumbersome as more facilities are added.

Incidents: D. Rivera suggested the incident clearance goal may no longer be very challenging. E. Birriel mentioned that she would bring this to the attention of the TIM Program manager. Any changes to the goal require concurrence from FHP since they are part of the Open Roads Policy. D. Rivera would also like to see a downward trend goal to show that incident clearance time variability is being reduced also.

Organization-based

District involvement: will add District 1 when they get their TSM&O efforts underway.

Benefit/cost: this will be a key element.

The team also looked at sample dashboards from other agencies. D. Rivera suggested the team go back to Tier 2/3 objectives to decide what should be reflected in the dashboard.

There may be a need to 2 dashboards: executive level and public. They should include a trend analysis.

Action Item 2

Look at 2 dashboards and suggest recommendations for June 9 Leadership Team meeting. Assigned to M. Plass and A. Ackert.

Agenda Topics for Next Leadership Team Meeting

Tier 3 Business Plan – continuing discussing

Dashboard review

Policy discussion

What conclusions about TSM&O program can be conveyed to the FDOT Executive Board.

Action Item 3

Provide summary document of Leadership and Task team actions to date. Assigned to Atkins/Cambridge Systematics.

Action Item 4

Send agenda and meeting notes 1 week prior to next Leadership Team meeting. Assigned to E. Birriel.

Next Meeting: June 9, 2011 2:30 – 3:30 pm